

# The Hongkong Telegraph.

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NEW SERIES No. 4307.

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FRIDAY, JULY 31, 1903.

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五拜禮

號一卅月七英港香

## Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.  
ESTABLISHED 1860.

CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... 18,000,000  
CAPITAL UNCALLED ..... 6,000,000  
RESERVE FUND ..... 9,000,000

*Head Office—YOKOHAMA.*

*Branches and Agencies.*  
TOKIO. KOBE.  
NAGASAKI. LONDON.  
LYONS. NEW YORK.  
SAN FRANCISCO. HONOLULU.  
BOMBAY. SHANGHAI.  
TIENTIN. NEWCHWANG.  
PEKING.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LTD.  
PARIS BANK, LTD.  
THE UNION OF LONDON AND  
SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

" 6 " 4 "  
" 3 " 3 "

TARO HODSUMI,  
Manager.

Hongkong, 11th March, 1903. [10]

HONG KONG AND SHANGHAI  
BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND—

Sterling Reserve ..... \$10,000,000  
Silver Reserve ..... \$5,500,000  
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COUNT OF DIRECTORS:

A. J. RAYMOND, Esq., Chairman.  
H. E. TOMKINS, Esq., Deputy Chairman.

Hon. C. W. Dickson, Hon. R. Shewan.

E. Goetz, Esq. N. A. Stobs, Esq.

G. Michelau, Esq. H. W. Glade, Esq.

H. Schubart, Esq. E. S. Wheeler, Esq.

E. Shellim, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.  
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 4% per Cent. per Annum.

For 6 months, 4% per Cent. per Annum.

For 12 months, 4% per Cent. per Annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 24th July, 1903. [13]

HONGKONG SAVINGS BANK.

THE BUSINESS of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3½ PER  
CENT. per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA,  
LIMITED.

Authorised Capital ..... £1,000,000

PAID-UP CAPITAL ..... £324,374

HEAD OFFICE—HONGKONG.

Board of Directors—

Chan Kit Shan, Esq. J. Scott Harston, Esq.

Chow Tung Shang, Esq. J. Lauts, Esq.

Chief Manager.

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5%  
Hongkong, 1st May, 1903. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL ..... Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hankow

Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

UNION OF LONDON AND SMITH'S BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be  
learned on application. Every description of

Banking and Exchange business transacted.

H. SUTER,

Sub-Manager.

Hongkong, 23rd July, 1902. [16]

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1903. [19]

GUARANTY TRUST COMPANY OF  
NEW YORK  
(AMERICAN BANK).

ESTABLISHED 1864.

PAID UP CAPITAL ..... U.S. Gold \$1,000,000

SURPLUS AND UNDIVIDED PROFITS \$1,180,000

Gold \$1,180,000

Head Office—NEW YORK.

LONDON OFFICE:

33 and 35, Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:

PARKS BANK, LIMITED.

HONGKONG OFFICE:

4, DES VIEUX ROAD.

General Banking and Exchange business  
transacted.

INTEREST ALLOWED

On Current Accounts at 2 per cent.

On Fixed Deposits:

For 3 months 2½% per annum.

" 6 " 3½ "

" 12 " 4%

E. F. GROS,  
Acting Manager.

Hongkong, 1st December, 1902. [698d]

## Mails.

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAILOR REMARKS.

SHANGHAI ..... VALETTA ..... About 21st Freight and  
W. B. Palmer, R.N.R. July Passage.

LONDON, &c. .... COROMANDEL ..... Noon, 1st See Special  
F. J. Fox August Advertisement.

KOBE ..... NANKIN ..... About 21st Freight  
E. E. C. Roberts, R.N.R. August

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 30th July, 1903. [4]

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLUMBO, ADEN, SUZU, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS;

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS SAILING DATES.

PRINZ HEINRICH ..... THURSDAY, 6th August.

SACHSEN ..... THURSDAY, 20th August.

KIAUTSCHOU ..... THURSDAY, 3rd September.

BAVARIA ..... THURSDAY, 17th September.

ZIETEN ..... WEDNESDAY, 26th September.

SEYDLITZ ..... WEDNESDAY, 14th October.

HOON ..... WEDNESDAY, 21st November.

PREUSSEN ..... WEDNESDAY, 28th November.

HAMBURG ..... WEDNESDAY, 5th December.

PRINZ HEINRICH ..... WEDNESDAY, 23rd December.

KONIG ALBERT ..... WEDNESDAY, 6th January, 1904.

KIAUTSCHOU ..... WEDNESDAY, 20th January, 1904.

SACHSEN ..... WEDNESDAY, 27th February, 1904.

BAVARIA ..... WEDNESDAY, 2nd March, 1904.

SEYDLITZ ..... WEDNESDAY, 17th February, 1904.

\* Steamers of the Hamburg-Amerika Line.

ON THURSDAY, the 6th day of August 1903, at Noon, the Steamship "PRINZ HEINRICH," of the NORDDEUTSCHER LLOYD, Captain R. Heintze, with MAIls, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at

NAPLES and GENOA.

Shipping Orders will be granted till NOON, on TUESDAY, the 4th August, Cargo and Specie will be received on Board until 5 P.M., on WEDNESDAY, the 5th August, and Parcels will be received at the Agency's Office until NOON, on WEDNESDAY, the 5th August.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries Doctor and Stewardesses.

Linens can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS. [563]

Hongkong, 22nd July, 1903.

A 5 or 10 Catty Box constitutes one of the most acceptable Presents to those

at Home.

Without doubt this is the Finest Blend of TEA,

at the price, to be had in China.

Without doubt this is the Finest Blend of TEA,

at the price, to be had in China.

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at the price, to be had in China.

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at the price, to be had in China.

Without doubt this is the Finest Blend of TEA,

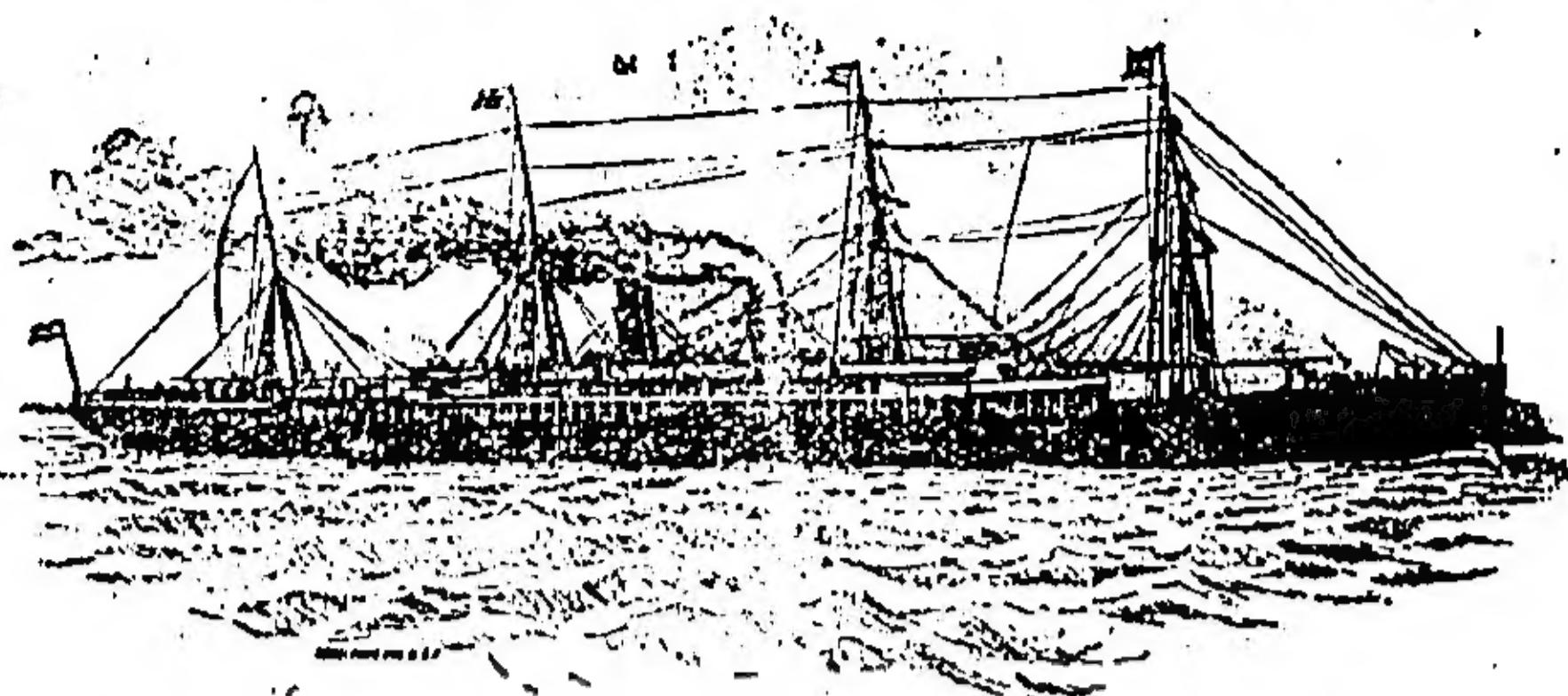
at the price, to be had in China.

Without doubt this is the Finest Blend of TEA,

at the

## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

## PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	TUESDAY, 4th August, at Noon.
"HONGKONG MARU"	FRIDAY, 14th August, at Noon.
"CITY OF PEKING"	SATURDAY, 22nd August, at Noon.
"DORIC"	TUESDAY, 1st September, at Noon.
"NISSON MARU"	TUESDAY, 8th September, at Noon.
"SIBERIA"	WEDNESDAY, 16th September, at Noon.
"COPIO"	SATURDAY, 26th September, at Noon.
"AMERICA MAU"	SATURDAY, 3rd October, at Noon.
"KOREA"	TUESDAY, 13th October, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA", 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 4th August, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Services of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Pacific Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America by the Companies' and connecting Steamers.

Freight will be received on board until 1 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 28th July, 1903.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.

## (SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF CHINA"...	6,000 Tons.....	WEDNESDAY, 5th August.
"ATHENIAN".....	3,882 "	WEDNESDAY, 12th August.
"EMPERESS OF INDIA"...	6,000 "	WEDNESDAY, 26th August.
"EMPERESS OF JAPAN"...	6,000 "	WEDNESDAY, 23rd September.
"TARTAR".....	4,425 "	WEDNESDAY, 7th October.
"EMPERESS OF CHINA"...	6,000 "	WEDNESDAY, 21st October.
"ATHENIAN".....	3,882 "	WEDNESDAY, 4th November.
"EMPERESS OF INDIA"...	6,000 "	WEDNESDAY, 18th November.
"EMPERESS OF JAPAN"...	6,000 "	WEDNESDAY, 16th December.
"TARTAR".....	4,425 "	WEDNESDAY, 30th December.

THE magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS,) saving THREE DAYS to a WEEK in the Trans-Pacific Journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 Hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent have choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Fader's Street.

Hongkong, 25th June, 1903.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.

## OBSTABILISCHER FRAUDTDAMPFER DIENST.

(Taking cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIc PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG  
SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES	
BADENIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	{ 12th August. } Freight.	
Röden.....	HAVRE, ANTWERP, and HAMBURG. (Calling at SINGAPORE and COLOMBO).	{ 19th August. } Freight.	
SITHONIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	{ 12th Sept. } Freight and Passenger.	
Hildebrandt.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	{ 23rd Sept. } Freight.	
KONIGSBERG.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	{ 7th October. } Freight, about middle of August.	
Mayer.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).		
ANDALUSIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).		
von Döhren.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).		
ABESSINIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).		
Fitter.....	NEW YORK Via SUEZ CANAL.		
ARABIA.....			

For further particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Building.

Hongkong, 31st July, 1903.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM".....2,364 tons.....Captain H. D. Jones.

"POWAN".....2,328 ".....G. F. Morrison, R.N.R.

"FATSHAN".....2,260 ".....A. W. Dixon.

"HANKOW".....3,073 ".....C. V. Lloyd.

"KINSHAN".....2,800 ".....J. J. Losius.

Departures from HONGKONG to CANTON daily, at about 8 A.M. (Sunday excepted) and at about 6 P.M. (Saturday excepted).

Departures from CANTON daily, at about 8 A.M. (Sunday excepted) and at about 5:30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN".....1,998 tons.....Captain W. E. Clarke.

Departures from Hongkong to Macao daily, at about 1 P.M. as per special Schedule.

Sunday Do. from Macao to Hongkong daily, at about 7:30 A.M. excepted.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN".....219 tons.....Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.

## JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "NANNING".....569 tons.....Captain R. D. Thomas.

"SAINAM".....588 ".....B. Branch.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWINE,

Agents, CHINA NAVIGATION CO., LTD

Hongkong, 22nd July, 1903.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573e]

## THEY HAVE ARRIVED

57

Varieties



## THE SANITARY BOARD.

The following is an extended account of the business transacted at yesterday's meeting of the Sanitary Board:

## STANDING ORDERS.

With regard to the proposed standing orders, the President said it was evidently the wish of the Government that applications regarding exemptions from the provision of open spaces should be dealt with by the full Board. A communication to that effect had been received from the Colonial Secretary, and therefore he did not propose to offer them with the first of the proposed additional standing orders. With reference to the second, it would expedite the business of the Board, if it was agreed to by the members. He thought the agenda of the present meeting would show that some such standing order was necessary, otherwise they would have something over 23 or 24 of such applications to deal with practically at each meeting of the Board. He moved that the Board adopt this standing order.

The Vice-President seconded.

Mr. Hewett, in opposing the motion, said that at the last meeting of the Board he had stated his objections to the insertion of these standing orders, and he was glad to find that, so far as concerned that most important one, the Government had fallen in with their views. It was most important that matters of this sort should be dealt with by the full Board, in support of his contention he could only repeat what he had said at the last meeting. Speaking for himself, and he believed for all the unofficial members of the Board, they were very busy men, and it was impossible for them to give close attention to matters circulated on papers or to decide by such a means whether a licence should be granted or not. The other night, when leaving his office at 5 o'clock, he had two in boxes, each full of papers from the Board put it to his hands, and another was brought the following morning. These papers he had to rush through as quickly as possible, because the meeting was to be held that afternoon and the other members had to see them. He could not therefore take time to consider the matter dealt with, and he thought it very much better that they should be discussed by the full Board. If a man proposed to start in business as a brazier or as a boiler of fat, he did not make up his mind all at once. He knew what he was going to do weeks or months before, whether he wanted a new licence granted or an old one renewed; and if it was necessary for him to give earlier notice to the Board he could do so. Without comment on the way the work was done, or making any unfavourable criticism in the matter at all, it appeared to him that there must be some way of getting these applications through more quickly, and if a way could not be found the applicants should be made to understand that it took a certain amount of time to get their applications passed through, and that they must make any applications in good time only.

The President—Do you move an amendment?

Mr. Hewett—Yes; my amendment is to negative the proposal.

Mr. Pollock supported the remarks of Mr. Hewett. There was no doubt, he thought, that in order to get it all thoroughly threshed out it was advisable that they should be discussed and deliberated by the whole Board. It was matter of common knowledge that two heads are better than one, and that by criticising a thing more satisfactorily conclusion was arrived at.

The motion was carried.

## SANITARY SURVEY R'S REPORT.

Regarding Mr. Pollock's minute on this matter, the President said it was not to insufficiency of staff that the drainage plans of so many houses were carried forward. Frequently plans were sent in some years even before the work was completed, and a certificate could not be given until the house was properly finished. The Surveyor had told him that he had just inspected some houses in Seymour Road for which the plans were sent in August 1901, and which were not yet completed.

## THE PUBLIC HEALTH BILL.

Regarding the notice of motion by Mr. Pollock. Mr. Rumjahn minuted:—Many sections of the Ordinance require amending. The total abolition of cubicles, including those provided with windows opening into the open air, is not the object aimed at by the framers of the Bill, but has the effect of inflicting unnecessary hardships on the population, and of endangering the prosperity of the Colony. Unless comprehensive scheme of reconstructing our insanitary dwellings is adopted plague and kindred diseases will be always with us and all monies expended to combat these diseases will be only thrown away."

Mr. Lau Chu Pak minuted:—I have great pleasure in supporting the motion. As the Finance stands at present it is impossible and unreasonable to expect the inhabitants to conform themselves to its requirements. No provision has been made to house the poor who will be displaced and to compensate owners for structural alterations of their houses, without which in the sense of the definition of external air no rooms or cubicles can be maintained or erected in about 90 per cent. of the existing houses both European and Chinese alike. At the confidential meeting held by the Board to discuss the advisability of enforcing the Ordinance it was then suggested that the property-owners might arrive at some scheme or would, as the Government had been led to believe, pull down every third house so as to facilitate the carrying out of the law. But it has since been proved that the property-owners had not the least inclination to follow that idea and I do not blame them for repudiating it without compensation. Every law inflicts a certain amount of hardship, but no hardship would be anything like what is likely to be inflicted by the present Ordinance. The majority of the population is Chinese, and their tenement houses are so peculiarly constructed that every storey is almost one long room, commonly called a floor or flat. The rent of each of such floors ranges from \$8 per month in the poorest districts to \$75 per month in the busiest part of the city. Very few can afford to take a whole floor. Generally three or four families share it together. Under the present Ordinance they cannot do so and very likely two families will have to pay the same rent as four have been paying. This may be a secondary consideration as compared with the depriving them of the little decency they have hitherto enjoyed. It is a well-known fact that none of the existing Chinese tenement houses, with the exception of the corner ones, opens directly into the external air, and consequently no floor can be partitioned off to secure the necessary privacy to the men and women of the different families living together. Even members of the same family must have a certain amount of privacy. It would not be in accordance with propriety for parents and grown-up children or masters and servants to herd together in full view of each other. The object of the Ordinance is to relieve overcrowding, which can be attained by increasing the habitable area for each adult, as it has already been done, and not to deprive people of their domestic privacy. There are other circumstances calling for prompt investigation. It is no use making a law which is beyond the ability of the people to obey, even if they wish to."

The Vice-President suggested that before any further steps were taken the scope of the resolution might be somewhat limited. Mr. Pollock's remarks had had special reference

In moving the resolution standing in his name, Mr. Pollock said he thought it must be apparent to every member of the Board that the legislation which was passed with reference to cubicles and was contained in Ordinance 1 of 1903 was unworkable in practice. No doubt the Government when it passed Section 154 of that Ordinance must have been under the impression that every third house was likely shortly to be pulled down and that lateral windows were going to be made in the side-walls of the houses and that in that way the cubicles in the houses would receive light and air. That was no doubt the impression in the minds of the Government when that section was passed, but he thought it was quite obvious now that every third house was not likely to be pulled down under existing arrangements, and, furthermore, he believed it was extremely doubtful whether it would be safe in the case of old houses in the Colony to pull down every third house. This Colony is subject to typhoons and heavy rains and he imagined that in the case of old houses the taking down of every third house would be a very dangerous operation unless some very expensive method were employed to prevent the houses on each side from collapsing into the middle and thereby creating a worse state of affairs than existed at present. In view of the fact that it was not likely that every third house would be taken down; the effect of Section 154 of this Ordinance, assuming that the Magistrate held partitions to be legal at all, would be that cubicles could be grouped round the windows, and all the rest of the floor which was not taken up by the cubicles would be very dark, very badly ventilated, and, one might say, practically useless for any purpose whatsoever. Now, this was as different as almost anything could be from the scheme which was passed by the Legislature as late as 1901. In Ordinance 13 of 1901, sub-section (c) of section 70, it was expressly provided that no partition should be erected or, if already existing, allowed to remain nearer than four feet to any window the area of which was included in the calculating the window areas specified in sub-section (e); therefore the Legislature in 1901 expressly laid it down as a principle that it was not advisable to have cubicles built round windows and no partition should be erected or if already existing should be allowed to remain nearer than four feet to any window. Therefore the practical effect obviously of section 154 of Ordinance 1 of 1903 would be that if it was desired to maintain cubicles on the floors at all—and no doubt that was very necessary in the case of family houses—every single cubicle which was either originally in conformity with Ordinance 13 of 1901 or which afterwards was altered and made to conform with that law would, as it seemed to him, be illegal under the provisions of section 154 of Ordinance 1 of 1903. That meant that alterations which had been made very little more than two years ago were now declared to be wrong, to be illegal, and something further had to be done. That was a very unsatisfactory state of affairs into which they had got, and he thought it was very necessary that a sub-committee of the Board should be appointed to look into the question of amending the Public Health Ordinance 1 of 1903, with special reference to this question of cubicles. There were no doubt other points also would require to be looked into, but it was this question of cubicles that was the burning question of the day, because he understood that quite recently notices had been served with reference to certain houses and that there were proceedings some concluded, some still pending, before the Police Magistrate with reference to cubicles. He did not know whether the other members of the Board were of the same opinion, but he thought that in view of the fact that it was obvious that section 154 of the Ordinance would require some amendment, it was extremely desirable that after a sufficient number of cases had been taken in the Police Court, constituting test-cases, the Board should stay its hand and not take any further proceedings with reference to cubicles. There was no doubt it would be a very great hardship if persons now had to remove cubicles which in consequence of amendments recommended by the Board and adopted by the Government were afterwards found not to be illegal. That, he thought, would be a very lamentable state of affairs and therefore it was desirable that the Board at the present time should not take action in regard to cubicles but only take such action as was necessary to bring certain points before the Magistrate for his decision. Otherwise there was no doubt the people would feel very much aggrieved if they had to remove cubicles which were sanctioned by amendments that might be made on the Ordinance and which they would not have been compelled to remove if the amendments had been passed into law. "He felt bound to make this criticism upon the provisions of this Ordinance, but he was perfectly well aware, and he was sure they were all aware, that it was easy enough to criticise and a good deal more difficult sometimes to remedy the things criticised; but he thought that, without being too sanguine, he might express his confidence that the sub-committee of the Board would hit upon a better scheme with reference to cubicles and would be able to suggest to the Government some amendment of section 154 which would press less hardly upon the poor people in this Colony who were married and had families and wanted a certain amount of separation and privacy in their dwellings. He would rather not move the names of any members of the sub-committee as he suggested that he himself should serve on the committee, but he ventured to suggest as suitable members the President, Dr. Pearce, Mr. Lau Pak, Mr. Rumjahn and himself. He thought they would be able to discuss this matter thoroughly and he hoped they would be able to advise the Government to make such amendments in section 154 as would preserve what was very necessary—the privacy of Chinese family life—while at the same time securing as far as possible such distribution of cubicles on the floors of the houses as would meet to the greatest possible extent those sanitary requirements which they were all agreed were very necessary.

Mr. Hewett in seconding the motion, said he entirely agreed with Mr. Pollock that it was very unwise to rush too soon into criticism of an Act newly brought into force, an Act which they all knew perfectly well had been carefully considered by the Government and by many people in the Colony, including the leading property-owners. It was admitted also that the Act would go a long way towards improving the sanitary condition of Hongkong, but it was unfortunately evident that the particular section dealing with cubicles was quite impossible. Therefore he thought Mr. Pollock's proposal an eminently reasonable one, and trusted the Board would agree to accept it and to appoint the members named as a sub-committee to consider this extremely complicated question.

Mr. Fung Wa Chun supported the motion, and said it was necessary to have a sub-committee to recommend amendments that were urgently needed. The wholesale abolition of cubicles would have a severe effect on their welfare, for it would simply tend to drive all the respectable families from their midst.

The Vice-President suggested that before any further steps were taken the scope of the resolution might be somewhat limited. Mr. Pollock's remarks had had special reference

to cubicles, and it appeared desirable to insert something to that effect.

Mr. Pollock did not think it desirable to limit the resolution, because they might possibly have to consider other matters more or less connected with cubicles. They had better leave the motion general otherwise they might have to go back to the Board for a further mandate.

The Vice-President thought that the words "more especially with reference to the question of the provision of cubicles in dwelling-houses," or something to that effect, should be inserted.

The President—More especially with reference to section 154.

Mr. Pollock—I would rather not limit it to that extent.

The Vice-President—More especially with reference to cubicles in dwelling houses, or something to that effect.

Mr. Pollock—I don't think there is any object in limiting the resolution. The sub-committee might be trusted to keep to certain points.

The President—It is somewhat wide in its scope, but I gather from Mr. Pollock's remarks that it is intended to apply to the cubic question.

Mr. Pollock—Yes; more especially to the housing question.

Mr. Hewett—I think the sub-committee appointed will not go out of their way to enlarge their labours unduly.

The motion was put to the meeting and carried.

The President nominated the following as members of the sub-committee:—Mr. Pollock, Mr. Rumjahn, Mr. Lau Chu Pak, Dr. Pearce, and the President.

Mr. Hewett seconded.

Mr. Fung Wa Chun suggested the inclusion of Mr. Fung Wa Chun's name.

The President—I think five are quite sufficient.

Mr. Fung Wa Chun:—Yes, I think so; five are quite enough. (Laughter.)

The constitution of the sub-committee as suggested by the President was approved of.

## Auctions.

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (SATURDAY), the 1st August, 1903, at 11 A.M., at their

SALES ROOMS, No. 8, Des Vaux Road, Corner of Ice House Street, SUNDRY HOUSEHOLD FURNITURE, Comprising:—

SINGLE and DOUBLE IRON BEDSTEADS TEAK-WOOD OVER-MANTEL WITH BEVELLED GLASS WARDROBES, WRITING DESK, TIENTSIN CARPETS, CROCKERY and GLASS WARE, VASES, &c., &c., &c.;

AND ONE SEMI-GRAND PIANO by John Broadwood & Sons, London, One BAGATTELLE-TABLE, One TYPEWRITER, One SNAKE SKIN;

ONE HAMMERLESS 12-BORE FOWLING PIECE, by W. Carter, Birmingham, (in good Order and Condition).

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers,

Hongkong, 31st July, 1903. [913c]

## GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on TUESDAY, the 4th day of August, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of GROWN LAND, at Conduit Road, in the Colony of Hongkong, for a term of 21 Years.

## PARTICULARS OF THE LOT.

No.	Registry No.	Locality.	Boundary Measurements.	Contents in Square Feet.	Dimensions.	Upper Price.
Garden Lot No. 22.	Adjoining Island Garden.		feet    feet    feet    feet	feet    feet    feet		
			89    26    15    3.6	14.0    6.0    3.575	8    180	

Hongkong, 30th July, 1903. [910c]

## Masonic.

## ZETLAND LODGE,

No. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREE-MASONS' HALL, Zetland Street, TO-MORROW, the 1st August, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 27th July, 1903. [891c]

## Intimations.

SANTA MIDY CURES all discharges from the genito-urinary organs in either sex in wood.

Unlike the sal-  
dul oil of the  
Bazars, it is  
superior to Co-  
palba, Cubeb,  
and Injections,  
and causes no  
inconveniences.

Dosage:—  
Each tiny capsule  
bears the name MIDY  
8, RUE VIVIENNE, PARIS.

48 HOURS  
Santa-Midy  
is a specific  
for Cystitis  
and causes no  
inconveniences.

At REASONABLE PRICES.  
Hongkong, 14th May, 1903. [891c]

DENTISTRY.  
SUI SANG,  
(Lately Practising with Dr. I. SAKATA),  
DENTIST,  
No. 86, Connaught Road Central,  
Hongkong, 9th February, 1903. [891c]

## Intimations.

## BANK HOLIDAY.

## EXCHANGE BANKS.

IN accordance with Ordinance No. 6 of 1875 the Exchange Banks will be CLOSED for the Transaction of Public Business, on MONDAY, the 3rd August, 1903.

Hongkong, 29th July, 1903. [903c]

## THE LONDON DRAPERY STORE, HONGKONG.

THE above will be opened as soon as the necessary arrangements can be made as an Establishment for the sale of

## GENERAL AND FANCY DRAPERY GOODS

suitable for the climate, and will be fitted with the

## NEWEST MODERN FIXTURES AND FITTINGS

as now used in the Great Bon Marché of Paris and London.

Further particulars will be given later.

Hongkong, 28th July, 1903. [901c]

## DON'T BE LATE!!!

## AMERICAN WATER MELONS!!

Are now just in season and beat everything in the market. Come quickly or else the season will be over.

## CHING SHAN CHAN,

Central Market.

Hongkong, 30th July, 1903. [777c]

## THE ROBINSON PIANO CO., LTD.

## Intimations.



A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS.

SCOTCH WHISKY.

WATSON'S  
CELEBRATED  
E BLEND  
VERY OLD LIQUEUR  
SCOTCH WHISKY.

A blend of the finest WHISKIES distilled in SCOTLAND, of great age, very fine and mellow.

Pronounced by Connoisseurs to be the BEST BLEND in the FAR EAST.

Per Dozen ... \$16.50

The following are also recommended, and are unsurpassed in quality:

Per Doz.  
A.—THORNE'S BLEND ... \$12.00

B.—GLENORCAY, MELLOW BLEND, a fine 'SODA' WHISKY of great age ... 12.00

C.—ABERLOUR-GLENLIVET ... 13.50

D.—H.K.D. BLEND, OF THE FINEST OLD MALT SCOTCH WHISKIES ... 16.00

A. S. WATSON & Co.,  
LIMITED,

THE HONGKONG DISPENSARY.

TELEPHONE NO. 256.  
CABLE ADDRESS: "ACILLE," HONGKONG.  
A. E. C. CODE, 4th EDITION.

ESTABLISHED 1859.

A CHEE & CO.,  
祥利廣  
17A, QUEEN'S ROAD.

FURNITURE  
DEALERS.

DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITURE.

ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.

ASTEUR'S MICROBÉ-PROOF FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS.

COUNTERPANES.

KITCHEN UTENSILS, and

HOUSEHOLD REQUISITES.

PHOTOGRAPHIC  
DEPARTMENT.

DEVELOPING and PRINTING

UNDERTAKEN for AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 8th July, 1902.

[728]

CARMICHAEL AND CLARKE,  
CONSULTING ENGINEERS AND  
SHIPBUILDERS,

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition.

A. F. Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903.

[355]

"The Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL."

## NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address. Ordinary business communications should be addressed to the Manager. The Editor will not be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE). DAILY—\$10 per annum.

WEEKLY—\$13 per annum. The rates per quarter and per annum, proportional, the daily issue is delivered free when the address is accessible to messenger. One cent per post an additional \$1.80 per quarter is charged for postage, the postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copy, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, FRIDAY, JULY 31, 1903.

## LOCAL AND GENERAL.

An extended report of the Sanitary Board meeting is printed on the third page.

At LeMunyon's you can get the famous Follett Numbering Machine.—Advt.

No plague cases were notified during the twenty-four hours ended at noon to-day.

The number of text books required for use in the various schools in Japan is 29,850,000.

It is stated that Mr. John Barrett has been appointed U. S. Minister to the Argentine Republic.

The *Shang-tung*, the first of the Human Steamship Co.'s boats, was to be launched at Osaka on 22nd inst.

All army and navy officers of high rank have been prohibited leaving Tokyo during the vacation term this year.

It is reported that, amongst small shopkeepers at Peiping, there is a great prejudice against Mexican dollars and that some dealers absolutely refuse to accept them.

Mr. JOHN FOREMAN, author of the standard work on the Philippine Islands, has written an article for the *Encyclopaedia Britannica* on the cause of the Philippines Rebellion.

ACCORDING to an arrangement made between Japan and Russia, the transmission of the mails from Tokio to St. Petersburg will now take only 22 days instead of 24 days, as hitherto.

Fort showing "heat in a" while an Indian constable was arresting another celestial for stealing a duck, a Chinaman had to pay \$3 or go to prison for seven days with hard labour.

The private promenade concert on the lawn of Pagoda Bungalow, Kowloon, tomorrow evening promises to be a great success, as nearly all the invitations have been accepted. A stage has been erected and the grounds will be illuminated.

Sanford's library paste, the best on earth Never spoils or gets dry. LeMunyon's, 31, Des Vaux Road.—Advt.

The *Mindanao*, the thirteenth of a series of small craft being built for the United States government by the Fairbairn Boyd & Company shipbuilding works, was completed last week and was successfully launched Saturday afternoon from the Company's ways.

A MARRIAGE has been arranged, and will take place in India, between Captain T. G. Peacocke, A.V.D. Remount Department, India, eldest son of the late Mr. John Peacocke, of Limerick, and Zoe, youngest daughter of the late Mr. Robert Crawford McMurdo, of Hongkong.

The *L. & C. Express* learns that a telegram has been received from Singapore announcing that the Chamber of Commerce has petitioned the Government to prohibit the importation of Mexican dollars, presumably forthwith. The Government has not seen its way to comply with the request.

The *Sin Wan Pao* gathers that the report of Sir Robert Hart containing recommendations to the government in the future currency of the Empire has been memorialized to the Throne by the Whiupu in session, but it is not definitely known whether the Throne will carry out the proposals.

AMONGST those invited to the State dinner at the Colonial Office given by the Secretary of State in celebration of His Majesty's birthday were:—Sir Cecil Clementi Smith, G.C.M.G., Sir William Des Vaux, G.C.M.G., Dr. Patrick Manson, G.C.M.G., Mr. Hugh Clifford, C.M.G., and Major N. Cameron, C.M.G.

STEAMERS of the great French lines appear to be using Antwerp harbour more frequently than formerly. Recently the Messageries Maritimes boat *Himalaya* loaded a cargo there for the Far East, and the *Asian* of the Compagnie Est-Asiatique Francaise, shipped a cargo of railway material for China.

The Board of Trade are in receipt, through the Foreign Office, of a report from H. V. Consul at Palkhui, in the course of which it is stated that a light railway, one metre gauge, is being built from Kuangchouwan to Mei'u in Chinese territory a distance of about 12 miles. This, the Consul adds, is presumably the commencement of the line through the Yulin district to some point on the West River, which forms a part of the grand railway scheme planned by the Indo-Chinese Government.

"The Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL."

LeMunyon has rubber stamp dater, the best kind.—Advt.

Orders by mail promptly attended to when sent to LeMunyon, P. O. B. 368—Advt.

CAPT. and Mrs. Arbuthnot left for Japan by the N. Y. K. as *Kumakura Maru* today.

THE *Pinang Gazette* states that Kang Yu-Wei arrived at Penang on July 26th by the *Pentakota* and is staying with Mr. Khoo Jar Tee.

THE negotiations between the American and the Chinese Governments in regard to the opening of different places in Manchuria have been very successful.

Take your Kodak developing and printing to LeMunyon's, 31, Des Vaux Road.—Advt.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—

Ho Ngai Lau ..... \$25

SOUTH China ports are to be avoided by the Japanese training fleet which was recently reported as leaving Thursday Island and going direct to Manch, thence to Chuenlupo. The squadron is expected to reach Yokosuka the latter part of August. The reason assigned for the change of route is the prevalence of plague in southern ports.

REGARDING the recent discussion in the Chamber of Commerce, on the prohibition of imports of cooies from Hongkong, the *Straits Times* says that in Singapore they have little or no assistance to expect from Hongkong in the matter. "The only course left would seem to be to impose a more strict quarantine on all vessels arriving thence and if Hongkong suffers thereby it is naturally her own fault".

THE BERLIN wire of 29th July reports that the Silver Committee assembled there has passed a resolution in regard to a unity of the Chinese coins. It is therein stated that it would be desirable to make silver coins legal tender in China and necessary that the exchange between silver and gold should be fixed. The American and Mexican committees are much satisfied with the reception which they have had in Berlin.

VESUVIUS is again in action. The lava is moving in the direction of Pompeii.

BY kind permission of Major Radcliffe and Officers the Band of the 3rd Burma Infantry will play at the Hongkong Hotel to-morrow (Saturday) evening from 8 to 9.30 p.m.

PROGRAMME.—With *Saint-Cress*, ... *Catharine Entrante*, ... *La Lettre de Marion*, ... *Gillet Selection*, ... *Dandy Dan*, ... *Slaughter Comes Solo*, ... *Eine Nacht in der Schweiz*, ... *Huue Selection*, ... *Floradora*, ... *Leslie Stuart Valtz*, ... *Parfums d'Hiver*, ... *Berger More*, ... *Salut d'Amour*, ... *Elgar God Save the King*.

SAVS the *Simsa News* of July 2d.—No other Company will out the popular P. & O. from their mail contract. A much higher rate of speed will be the leading feature of the new contract, and the Company are evidently of this opinion, for four new steamers are building, ranging from 10,000 to 15,000 horse-power. This will give the Company 10 large steamers able to land the mails in Bombay within 12 days of London. Every one with a sense of the benefits which accrue from the contract remaining with the P. & O. wishes that the Company will secure the contract and go on and prosper.

## CORRESPONDENCE.

We do not necessarily endorse the opinions expressed by Correspondents in this column.

## CRUELTY TO ANIMALS.

To the Editor of the "HONGKONG TELEGRAPH."

Sir,—I believe that every one who has any feeling for dumb creatures will hail with satisfaction the accomplishment of an organisation such as is suggested by Mr. Hewett for the prevention of cruelty to animals.

Is it premature for any one to suggest to the promoters of such a society to embody in its rules and regulations a severe punishment for such person or persons who ruthlessly slaughter any animal or bird for mere sport? The mere pleasure of shooting an innocent dumb creature which is accepted by the civilized world as "good sport" at such an advanced state of civilization when we pride ourselves to be better than our ancestors in prehistoric times, is proof enough that we yet retain some of their barbarities which we profess to be ashamed of to speak.

Thanking you for inserting the above suggestion in your valued paper.—Yours faithfully,

D. S. G.

Hongkong, 31st July, 1903.

## THE HONGKONG ELECTRIC STREET TRAMS.

The work of laying down the lines for the new street trams is progressing well, about two and a half miles of rail being already completed, while other important stretches are within sight of that goal. In some parts of the way the work of removing the trees to the side of the road appears to be causing some delay. The power-station at Bowrington is also well advanced, and it will not be long before the roof is put on, while the beds for the engines are now being placed in position. The trolley-wire poles are being erected in some parts of the city. When complete the service will comprise 26 cars, 10 for Europeans and 16 for natives. The former will carry 32 and the latter 44 passengers. The total length of the cars will be 20 feet and maximum width 6 feet 6 inches, and they will be lit with electricity.—N. C. D. Neur.

"The Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL."

## LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held this afternoon in the Council Chamber. There were present:—His Excellency the Governor, (Sir H. A. Blake, G.C.M.G.), His Excellency Major-General Sir W. J. Gascoigne, K.C.M.G., (Officer Commanding the Troops), Hon. F. H. May, C.M.G. (Colonial Secretary), Hon. Sir H. S. Berkeley, Kt. (Attorney General), Hon. Dr. J. M. Atkinson (Principal Civil Medical Officer), Hon. Commander R. M. Rumsey, R.N. (Harbour Master), Hon. A. M. Thomson, (Colonial Treasurer), Hon. W. Clatham, (Director of Public Works), Hon. Sir C. P. Chater, K.C.M.G., Hon. R. Shewan, Hon. Gershon Stewart, Hon. C. W. Dickson, Hon. Dr. Ho Kai, Hon. Wei Yul and Mr. R. F. Johnston, (Acting Clerk of Councils).

MINUTES.

The minutes of the meeting held on 20th Inst. were read and confirmed.

## FINANCIAL.

The Colonial Secretary laid on the table the Financial Minutes No. 28 to 34 and moved that they be referred to the Finance Committee.

The Colonial Treasurer seconded the motion and the motion was agreed to.

The Colonial Secretary laid on the table the report of the Finance Committee (No. 6) and moved its adoption.

The Colonial Treasurer seconded, and the motion was carried.

## PAPERS.

The Colonial Secretary laid on the table the report of the D. P. W. for the year 1902, and correspondence respecting the proposal to remove the Naval Yard.

## QUESTIONS.

The Hon. R. Shewan asked:—Has the recommendation of the Public Works Commission that the following additions be made to the Public Works Staff, viz.:—2 Executive Engineers, 1 Assistant Engineer, 5 Overseers, 1 Clerk, been carried out, and if not, why not?

The Colonial Secretary:—The answer to the hon. member's question is as follows:—The whole of the staff recommended by the Commission on which inquired into the Public Works Department has been appointed with the exception of one assistant engineer for maintenance work and one overseer for roads inside the City. The increase of the staff recommended by the Commission was based on the assumption that a sum of nearly \$800,000 would be spent annually on public works

extraordinary. With the large expenditure on water-works, part of which are being carried out by a private firm, it is not contemplated that the Colony will be able to spend so much as was contemplated for public works exclusive of water-works. Therefore a smaller staff than what was recommended appears sufficient.

## VICTORIA DAY.

The Attorney General moved the first reading of a Bill entitled An Ordinance to set apart a holiday to be known as "Victoria Day" in loving remembrance of Her Most Gracious Majesty the late Queen Victoria.

The Colonial Secretary seconded, and the Bill was read a first time.

## SER

## TELEGRAMS.

(Reuters.)

## The London Education Bill.

London, 29th July.  
The London Education Bill has passed its second reading in the House of Lords.

## Somaliland Blue Book.

A Blue Book on the Somaliland expedition contains a despatch from General Manning declaring that Col. Plunkett's disaster was due to disobeying Col. Cobbe's orders; Col. Plunkett paid the penalty of disobedience with his life.

LATER.

## Australia and the Mail Contracts.

The Australian Commonwealth, replying to Mr. Chamberlain, have declined to reconsider their decision regarding the non-employment of lascars in mail steamers, insisting that they are acting for the preservation of purity of race and encouragement for the recruiting of British seamen.

## The Sugar Convention.

In a debate on the Sugar Convention, Mr. Gerald Balfour said there was every reason to believe that Austria and France would bring their systems into accord with the provisions of the Convention, and that the only countries on which it might be necessary to apply the penal clause, were Russia, the Argentine Republic, Chile and Peru. He thought the Convention would result in a period of moderate and stable prices which would enable the West Indian planter to earn a living wage.

(N. C. D.-News.)

The Campaign in Somaliland.  
A Satisfactory Decision.

London, 25th July.

At the request of the Imperial Government, the Government of India has taken over the entire transport on ordnance arrangements in Somaliland.

## Mr. Brodrick's Military Works.

London, 25th July.

The Military Works Bill has passed its second reading in the House of Commons.

## All Quiet in Japan.

Tokio, 26th July.

There is no basis whatever for the alarmist telegrams published in England in reference to Japanese preparations for war.

There is certainly a growing indignation among the Japanese at Russia's proceedings, but the nation and Government are calm.

DEPARTURE OF S. S.  
"PEMBROKESHIRE"

FOR HONGKONG.

The Shire line steamer *Pembroke* after having had her hull temporarily patched in the International Dock at Shanghai was undocked last Saturday afternoon and berthed alongside the C. M. S. wharf. She left for Hongkong yesterday afternoon in tow of Messrs. Butterfield & Swire's s.s. *Whampoa*, and may be expected in port on or about Tuesday next. Capt. F. C. Everett is on board of the Shire boat as pilot. Upon her arrival she will go into dock where the extensive repairs necessitated by her recent stranding on the North Saddles will be carried out.

## MORE SPURIOUS BANK NOTES.

On Saturday afternoon a Japanese named Sadaoichi Okamoto arrived in Shanghai from Hongkong on the T. K. K. steamer *America Maru*. He immediately went into a cash shop in the Broadway and asked for change for some spurious notes. The cash shop owner was suspicious, but before the arrival of the policeman the Japanese ran away leaving the notes in the shop. The man was subsequently arrested and taken to the Hongkong Police Station. All the notes, to the number of seventy-one, were taken after due inspection at the Russo-Chinese Bank there, were pronounced counterfeit. The man was taken to the Japanese Consulate-General where he is kept a prisoner. The date of trial is not fixed, but it will take place within a few days.The native cash shopman further brought in ninety-six of the forged notes sent to the Consulate-General and told the Japanese Inspector that these additional notes were also presented by the same man, but this statement is doubted by the Japanese authorities—*China Gazette*.THE CANTON-HANKOIV  
RAILWAY.The *Universal Gazette*, which belongs to Mr. Wills Grey, the Engineer-in-Chief of the American Development Company, says that though the agreement regarding the Hankow-Canton Railway has already been signed by the Chinese Government and an American syndicate, though the work has already been commenced, both Russia and France have recently come forward to try to take the railway under their control, utilizing certain Belgians as stalking horses with this object. A certain Chinese high official (presumably Sheng Kung-pao) is also desirous that the Belgians should control the line, and he has already ordered Sir Cheng-tung Liang Cheng, the Chinese Minister to the United States, not to countersign any more of the bonds issued in the United States, in order to embarrass the American Company and prevent it carrying out its contract.

GENERAL Kuropatkin, in laying the foundation of a Port Arthur cathedral, said that Port Arthur was becoming impossible to all enemies, no matter how numerous or whence they came.

ASK for ASAHI JAPANESE BEER.—  
A. G. Girault.THE ADMIRALTY DOCKYARD  
EXTENSION.

At the meeting of the Legislative Council this afternoon, a sessional paper (No. 25 of 1903) was laid on the table. It contains the official correspondence respecting the proposal for the removal of the Admiralty dockyard extension works from their present site. The correspondence has already appeared in our columns with the exception of two letters, dated respecting, 8th April and 22nd July, 1903, from H. E. the Governor to the Secretary of State for the Colonies. They are in the following terms:—

Government House,  
Hongkong, 8th April, 1903.

Sir,—I have the honour to forward a petition addressed to you by a Committee representing the entire community of Hongkong. I enclose the report of a deputation that waited upon me on the subject by which you will see that I entirely agreed with the views of the deputation and undertook to commend the prayer of the petition to the favourable consideration of His Majesty's Government.

2. As will be observed from the terms of the petition, in the event of the decision of the Lords of the Admiralty to meet the wishes of this Colony a site can be offered on the island of Hongkong equally defensible, with ample room for expansion, and at which a Dock begun now would probably be finished at smaller expense and in less time than it will take to complete the Admiralty Dock now in process of construction, while the cost of the transfer will be borne by the Colony.

3. Apart from the arguments for the change put forward by the petitioners, I venture to submit that the whole question of a Naval Dock at Hongkong is worthy of careful re-consideration by My Lords of the Admiralty. The Hongkong & Whampoa Dock Company have at present five dry-docks besides three slips. In one of these docks H.M.S. *Powerful* has been docked. The Company is prepared, if the Naval authorities desire it, to construct another dock capable of accommodating the largest vessel afloat, they are prepared to supply the Dock with the latest improvements in machinery and to lay down a plant capable of dealing with any repairs that could be required for H. M. Ships and to give to the Naval authorities perpetual right of priority. Messrs. Butterfield & Swire are also at present constructing a dock of the largest size. I venture to say that with such docking facilities existing and prospective the repairs of His Majesty's Ships would be executed in an entirely satisfactory manner and at a very substantial saving to the Imperial Government. The Dock Company have thoroughly efficient staff with the best appliances and there is constant work, while a Naval Dockyard must have an expensive establishment always at full strength while it is improbable that the work required for the Fleet on the China Station will keep the Dock fully occupied all the year round. The annual expenditure involved is very considerable and I would urge upon the Lords Commissioners of the Admiralty the advisability of sending out a Commission to inquire on the spot into the important questions involved. There is in Hongkong capital and enterprise sufficient to carry out any scheme of docks that His Majesty's Government may decide to be necessary.—I have, etc.H. A. BLAKE,  
Governor.

The Right Honourable Joseph Chamberlain, H. M. Principal Secretary of State for the Colonies, &amp;c., &amp;c., &amp;c.

TELEGRAM FROM THE GOVERNOR OF HONGKONG TO THE SECRETARY OF STATE FOR THE COLONIES, DATED THE 9TH APRIL, 1903.

Petition signed most influentially forwarded by next mail asking appointment of Royal Commission investigate question of dock extension of Naval Yard. Petition proposes to provide better site on island without additional expense Imperial Government. This is telegraphed at special request. Cordially endorse prayer.

BL. KE.

Government House,  
Hongkong, 22nd July, 1903.

SIR,—I have the honour to acknowledge the receipt of your despatch No. 214 of the 5th ultimo from which it appears that, owing to the onerous conditions imposed by the Admiralty, it will be impossible to transfer the Naval Dockyard to a new site.

2. This information has been received by all sections of the resident community with much regret.—I have, etc.

J. A. BLAKE,  
Governor.The Right Honourable  
The Secretary of State for the Colonies.

## THE LONG TRAIL.

## A DAY AT HONGKONG.

Once again, after days of lonely voyaging through blue ocean solitudes, the faint shapes of distant hills appear one fresh, breezy morning; and you go on deck to find the ship steaming between high green-clad islands towards a medley of mists beyond. The air is crisp and exhilarating. The sea is dotted with brown-sailed junks. Lines of white surf are breaking on the island shores. The atmosphere has something of the clearness after rain, and the sky has deepened to a tender hue than the pitiless steel-blue you have grown so weary of. Even in May, the approach to Hongkong on a fine morning brings back memories of summer seas in northern latitudes, and makes you forget for a space that you are still in the tropics. You feel, as a light wind fans your cheek, and you watch the junks labouring over the dancing waves, that at last you are entering a zone where it is possible to make holiday. Gone is the languorous, stillness of Penang, the oily sea of the Straits, the

clammy, enervating heat of Singapore. Here, where the hills proffer an earnest of coolness, life again becomes liveable; and you are moved to envy the fortunate people of Hongkong, who dwell amid such an environment, and do not know when they are well off.

If you happen to be revisiting Hongkong after a prolonged absence, you stare, as the vessel skirts the long steep slopes that lead upward to the Peak, to see how the place has grown in the last few years. Your eye lights on a little building clinging to the edge of a spur high above you, where you were wont to sit of a morning and look down upon green valleys without a single habitation. Now you see new roads hewn in the mountain side, and new houses planted about, and signs of expansion everywhere. It is the same when you traverse the narrow channel between Green Island and Victoria, and enter the beautiful harbour. The hand of the builder is visible all along the shore and the lower slopes. And as you turn towards the mainland, and mark the long rugged line of the heights behind Kowloon, you remember that years ago the authorities used to discuss whether those high ridges might really be made a menace against the colony. Now they have been leased to Great Britain, and with them a great tract of land has passed into our possession. The cuius iuris is that, unless one's recollection is gravely at fault, it was the military experts who used to clamour for an extension of the Kowloon frontier, and to talk of forts upon hill-tops; but nothing seems to have been done to strengthen the defences of the colony in that direction. Perhaps it is now considered unnecessary to do so, yet the former chiefs of the garrison did not appear to think so.

The *Mussilin* passes slowly along the harbour towards the wharf at Kowloon, through dozens of sampans and junks and steam launches. The smart launches of Hongkong are famous all over the East. Even the hotels possess their own, a species of enterprise impossible in India owing to the customs regulations. Presently, when we are safely moored, and have watched for a space the junks passing to and fro, and the long lines of shipping that throng the waters of Hongkong, a friend comes off in a trim launch and swiftly conveys us ashore. The hospitable portals of the palatial Hongkong Club are always wide open for the passing stranger, and in ten minutes we are made free of its precincts. There is a certain spontaneity and promptitude about the hospitality of the Far East that never fails to strike the stranger familiar with the formality and the comparative aloofness of India. The Hongkong Club is a splendid structure, and contains, among other attractions, a library with many thousands of volumes, and a reading room with more newspapers and magazines than the present writer has ever before seen collected under one roof east of Suez.

These little runs on shore form an agreeable break to the monotony of a long sea voyage. You a sailor runs with the punctuality of an express train. Days before, you are informed that at such an hour, on such a day, you will arrive at a certain place; and prompt to the minute—if the sea is as propitious as it has been to us—the vessel glides alongside the wharf. You land, and with the aid of patient bank clerks wrestle with the knotted intricacies of the local currency. You do a little shopping, you buy a few photographs and a curio or two, you scribble a note to a friend—in fact, you behave precisely as the Compleat Globetrotter does in every port of call the wide world over. If you are in this pleasant island of Hongkong, you stare a little at the Chinese swarming in the streets, you scurry about in rickshaws drawn by alert coolies, you seat yourself in a chair slung on a pole, and are carried to take tea with a friend, you stroll to the funicular railway and climb the Peak to look once more upon the magnificent view of the harbour at sunset. And then, as night closes in, you return once more to the Club; and though you are ten thousand miles from home, it will be odd if you do not chance to spy amid the men there some well-remembered friend whom you fancied was far away in England.

This is no fancy picture. Anyone who has lived in India, with his eyes open, can see it coming in Hongkong. Already, one hears, the Europeans on smaller wages—not those born in the colony, but those who have migrated thither with their wives and families—are in some instances living in one or two rooms in tenements in the midst of Chinese. Those with good incomes are finding it increasingly difficult to get houses in cool localities at reasonable rents; soon, if they do not take care, most of them will find themselves shouldered off the Peak altogether. It is all very well for rich bankers and merchants on the verge of retirement to say, "It will last our time," but they should remember also those who will have to come after them. Hongkong is a British achievement. It was a desolate island when Great Britain acquired it. To reserve that portion of the island best suited for the residences of European peers for their sole use, would involve no injury to the Chinese. Had a single Chinese been invited to the Peak so far, and I have held, ever since I first saw Hongkong, that ill land above a certain altitude should for purposes of residence—not for ownership of property—be declared a European reservation. The arguments that the Peak is costly to live at, and that there are plenty of good dwelling-houses at Kowloon, do not affect the contention that the Peak should always be kept clear of Chinese. Nor, it may be urged, does the proposed European reservation in the New Territory—which the Colonial Office vetoed—modify materially what has been here set down. A large European quarter in the New Territory might be difficult to defend in an emergency; it would be more remote from the business centres than the Peak, and neither so cool nor so healthy.

Possibly this outbreak may cause a smile here and there in Hongkong; but if we were not foredoomed to be forgotten in a day, I do not think it would be smiled at twenty years hence. Future English dealers in Hongkong will wish that their predecessors had thought a little less about the Navy League, and a little more about themselves and their successors. When all the villas at the Peak are in the possession of rich Chinese, the English of Hongkong will arise and curse the apathy of their brethren who went before them.

It will then be too late. But—it is not too late now.—*Times of India*.ASK for ASAHI JAPANESE BEER.—  
A. G. Girault.

quarters of large schemes for rebuilding insanitary quarters, and a little destruction has already been accomplished; but to a mere bird of passage it seemed hard to discern where the money was to come from. The prevention of plague remains an insoluble problem; the possibility of its extinction will probably engage science for many a long year to come. Meanwhile one of the few certain dicta is that there is much virtue in disinfection.

Afterwards, you hear of the land revenue questions coming up for settlement in the New Territory. Away around the Kowloon Hills English administrators are for the first time finding themselves in intimate contact with the land system of China. Their experiences sound like echoes of the work of the earliest revenue officers in Bombay and Madras a century ago. Far be it from me to attempt to describe an undertaking I have not even seen; but they seem to have complications of their own that India knows nothing about. The minuteness of many of the holdings is one of the chief difficulties; in one area alone, two hundred and eighty thousand claims to microscopic patches of land are said to have been recorded. Then the Chinese have a cheerful habit of owning a piece of land in one place, and another ten miles away, which adds to the muddle; and there are certain heads of clans who seem to correspond to zemindars, with a difference, and manage to make confusion worse confounded. The only clear fact I carried away was that very little revenue has been obtained so far; but it is an intensely interesting experiment, of an importance far more than local, so when chaos has been reduced to disorder perhaps someone will tell us all about it.

Finally—need it be said?—we hear grumbles about the rise in rents, and vague forebodings of the days when the rich Chinese would oust the Europeans from the possession of the Peak. To anyone who knows certain cities of India, the forebodings are not vague at all; the handwriting was writ large upon the wall five years ago. Then few people in Hongkong would listen to the warnings of a casual stranger within their gates; now, it is almost a relief to find that they are growing a little apprehensive. For the changes then predicted are coming to pass. The Chinese are growing rapidly in wealth and influence, and some of them delight to live in large houses and outvie the European. They have crept up slowly from the borders of the harbour, until they have acquired many of the houses in the fine terraces immediately above the business city. Soon few of these will remain to the Europeans, and then the Chinese will cast longing eyes at the fine villas on the cool heights of the Peak.

They have plenty of money, and can outbid the Englishman, with his diminishing income, his costly trips to Europe, and too often his establishment in two countries at once. When the Chinese start to scale the Peak, they will go there with a rush; and thus it will come to pass that, serene in their lofty retreats, they will look down upon the unforeseeing English sweltering of nights in the city that their forefathers squandered their lives to create as the graves in the Happy Valley bear mute witness. It will be a sight for some Chinese Teufelsdröckh to moralise over, as he sits alone with the stars.

Mr. Dickson seconded. It was pointed out by Sir C. P. Chater and Mr. Shewan that the building would be more in harmony with those adjacent to it if it were made four stories high. The motion was agreed to unanimously.

## PROCEEDINGS OF THE PUBLIC WORKS COMMITTEE.

At a meeting of the Legislative Council this afternoon the Director of Public Works laid on table the following reports of proceedings of this Committee at meetings held on 11th May, and 13th and 20th July:—

COMPETITIVE DESIGNS FOR POST OFFICE TREASURY, &amp;c.

The designs, 3 in number, were closely scrutinized and, after some discussion as to the best method of procedure, it was unanimously agreed that a comparative statement should first be drawn up, showing, in parallel columns, the requirements set forth in the conditions of competition and the extent to which these were fulfilled by the several designs and that this statement should be forwarded to the heads of departments to be housed in the new building with a request that they would criticize the designs and state which they considered best in point of arrangement as regarded their various departments.

The replies to the request of the Committee for criticism of the designs submitted, which had been received from the various Heads of Departments concerned, were read. The designs were again closely examined, especially with regard to the Post Office arrangements, the access to the offices generally, and some of the principal matters of arrangement affecting the Departments to be accommodated.

Sir C. P. Chater then moved that the design numbered 2 be accepted. Mr. Shewan seconded. Carried unanimously.

It was unanimously agreed that the design numbered 1 be awarded the further premium of \$1,500 provided under the conditions of competition.

The Chairman having asked whether there was any other matter relative to the proposed building which Members desired to have laid before the Government.

Mr. Shewan moved that, in view of the great value of the property; the fact that the building is designed to take a fourth storey; and the probability that additional accommodation for some of the Departments to be housed will be required at no very distant date; the building should, in the first place, be constructed four stories in height.

Mr. Dickson seconded. It was pointed out by Sir C. P. Chater and Mr. Shewan that the building would be more in harmony with those adjacent to it if it were made four stories high.

The motion was agreed to unanimously.

## CONVICT PRISON ON STONECUTTERS' ISLAND.

The Chairman laid before the Committee plans which had been prepared for the establishment of a convict prison on Stonecutters' Island and explained that the scheme was capable of being expanded so as to provide ultimately for the removal of the entire Gaol to that place so far as such removal was deemed practicable. (Also read the report of a committee appointed in 1901 to consider the question (C.S.O. 1725/1901) and certain recent correspondence between the Colonial Office and War Department on the subject (C.S.O. 5204/1903).)

After some discussion, the Honourable Colonial Treasurer moved:—That the Government be requested to have the report of a committee which in 1891 considered the question of transferring the gaol to Stonecutters' Island, together with any subsequent papers bearing upon the question, printed and furnished to this committee.

The Honourable C. W. Dickson seconded.

For—The Hon. C. W. Dickson, Sir C. P. Chater, Kt., C.M.G., the Colonial Treasurer, and the Director of Public Works.

Against:—The Hon. R. G. Shewan.

## COMMERCIAL.

## TO-DAY'S INTELLIGENCE.

The following are to-day's closing quotations:

Banks	... \$680 s. L'don £64.10



<tbl\_r

## Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LTD.  
AND  
CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LTD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

	STEAMERS	DUE
GLASGOW and LIVERPOOL.....	"TEUCER"	On 30th July.
GLASGOW and LIVERPOOL.....	"NINGCHOW"	On 8th August.
GLASGOW and LIVERPOOL.....	"KINTUCK"	On 13th August.
GLASGOW and LIVERPOOL.....	"PINGSUEY"	On 20th August.
GLASGOW and LIVERPOOL.....	"GLAUCUS"	On 26th August.
GLASGOW and LIVERPOOL.....	"DEUCALION"	On 4th September.

## HOMEBWARDS.

	STEAMERS	TO SAIL
MARSEILLES, L'DON & A'WERP.	"STENTOR"	On 4th August.
MARSEILLES, L'DON & A'WERP.	"TYDEUS"	On 18th August.
LIVERPOOL.....	"DIOMED"	On 20th August.
MARSEILLES, L'DON & A'WERP.	"NESTOR"	On 1st September.
MARSEILLES, L'DON & A'WERP.	"KINTUCK"	On 15th September.
LIVERPOOL.....	"PINGSUEY"	On 22nd September.
MARSEILLES, L'DON & A'WERP.	"GLAUCUS"	On 29th September.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, <i>etc.</i>	"NINGCHOW"	On 10th August.
NAGASAKI, KOBE and YOKOHAMA,	"DEUCALION"	On 6th September.

S.S. "AJAX" sailed from Victoria, B.C., on the 16th inst. for Japan Ports and Hongkong.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 29th July, 1903.

[8]

## CHINA NAVIGATION CO., LIMITED.

	STEAMERS	TO SAIL
CEBU and ILOILO .....	"WUCHANG"	1st August.
SHANGHAI .....	"BINGAN"	3rd "
MANILA .....	"TSINAN"	10th "
POR DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE .....	"TSINAN"	10th "
MANILA .....	"SUNGKUANG"	12th "

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

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For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 31st July, 1903.

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## Hongkong-Manila.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon midships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons	Captain.	For	Sailing Dates.
RUBI.....	2540	R. W. Almond	MANILA (DIRECT)...	SATURDAY, 1st Aug., at 10 A.M.
PERLA.....	1980	J. McGinty.....	ILOILO and CEBU .....	SATURDAY, 1st Aug., at 4 P.M.
ZAFIRO.....	2540	R. Rodger .....	MANILA (DIRECT)...	SATURDAY, 8th Aug., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 31st July, 1903.

[1208d]

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

## FOR PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship      Tons      Captain      To Sail  
"INDRAPURA" ..... 4,899 ..... A. E. Hollingsworth ..... Aug. 14, 1903.  
"INDRASAMA" ..... 5,197 ..... W. E. Craven ..... Sept. 13, 1903.  
"INDRAVELLI" ..... 4,809 ..... R. P. Craven ..... Oct. 14, 1903.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

## OSAKA SHOSEN KAISHA.

## PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamer.	Captains.	Sailing Dates.
FOR FOOCHOW*	"ANPING MARU"	J. Goto .....	SUNDAY, 2nd Aug.
FOR TAMSUI*	"DAIJIN MARU"	T. Ogata .....	THURSDAY, 6th Aug.
FOR ANPING*	"MAIDZURU MARU"	T. Saito .....	SUNDAY, 9th Aug.
FOR TAMSUI*	"DAIGI MARU"	T. W. Grove .....	

\* Via SWATOW and AMOV.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co's Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co's steamer to Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further Information, apply at the Co's Local Branch Office, at No. 8, Des Voeux Road Central,

T. ARIMA, Manager.

[5879c]

Hongkong, 28th July, 1903.

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[5879c]

Hongkong, 28th July, 1903.

## Intimations.

## NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.  
THE MANAGER,  
*Hongkong Telegraph Co., Ltd.*  
Hongkong, 1st January, 1903

## AN APPEAL.

THE SUPERIORRESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiorress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 1st January, 1903.

## Shipping.

## Arrivals.

Cormandel, Br. s.s., 2,783, Montford, R.N.R., 30th July—Shanghai 28th July, Mails, Silk and Tea.—P. & O. S. N. Co.

Hongkong, Fr. s.s., 861, Pannier, 30th July—Haiphong and Hoilow 29th July, Gen.—A. R. M.

Kwangtung, Ch. s.s., 1,536, Lunt, 31st July—Canton 30th July, Gen.—C. M. S. N. Co.

Lyemoon, Ger. s.s., 1,238, Lehmann, 31st July—Canton 14th July, Gen.—S. & Co.

Anping Maru, Jap. s.s., 1,053, Goto, 30th July—Swatow 29th July, Gen.—O. S. K.

Valetta, Br. s.s., 2,973, Palmer, 31st July—Bombay 3rd July, and Singapore 26th, Mails and Gen.—P. & O. S. N. Co.

Clearances at the Harbour Office.

Yuenlong, for Manila.

Pink Kong, for Macao.

Wo Ping, for Wenchow.

Choyang, for Swatow.

Haslong, for Swatow.

Hongmoh, for Amoy.

Wingchi, for Macao.

Le Rhone, for Canton.

Rubi, for Manila.

Departures.

Daiji Maru, for Swatow.

Anna, for Kobe.

Ushibana, for Moji.

Kumakura Maru, for Kob.

Haslong, for Swatow.

Yuenlong, for Manila.

Choyang, for Shantou.

Homem, for Amoy.

Kweiyang, for Tientsin.

Passenger departures.

Per Cormandel, from Shanghai for Hongkong—Messrs. G. B. Addison, Anna Aage, Madame Favre, C. P., McGeorge, Mr. Bastien, and Chinese assistant. For Singapore—Misses F. and A. Adelaide. For Bombay—Major Cleveland. For London—Messrs. J. Smedley and A. M. Grant. From Yokohama for Singapore—Mr. Hawley.

Per Anping Maru, from Swatow—100 Chinese.

Per Valetta, from Bombay, &c.—Lieut. Cooleen, Mr. F. Julian, Mr. and Mrs. Wilcock, Miss Ledgecock, Miss and Miss Stevens, Mr. J. Lee, Mr. and Mrs. Scarle, Messrs. H. T. Edminster, H. J. Burniston, Mr. and Mrs. J. H. Moore, and Mr. Bundally.

Passenger departed.

Per Kumakura Maru, for Japan—Capt. and Mrs. Arbutnott, Captain and Mrs. Parker, Major Okuda, Capt. Muto, Dr. Kamagawa, Count Yanagisawa, H.E. Min Yung Tan, Mr. Key Ilin Yen, Dr. An Dal Yung, Messrs. Ming Yu Sick, E. D. C. Wolfe, W. J. Newland, Capt. H. B. Hollinshead, Capt. Morley, Mr. and Mrs. J. A. Lyon, Messrs. Taylor A. Nichols, M. C. Sinha, S. R. Sinha, Yuasa, Mr. and Mrs. W. Brand, and 2 infants, Mr. Kiene, Dr. Macleod, Messrs. Chu Huk Chai, Richarman, Chintamali, H. Serwill, Mr. and Mrs. Pow Yo-g Chew and infant, Messrs. Y. Utagawa, Tannaka and Sato.

For Yuenlong, for Manila—Mr. José Chindian, Master Chindian, Miss Socoro Chindian, Mr. C. Chindian, Master Leon Cruz, Miss Sulud Chindian, Mr. T. D. Burdett, Dr. S. A. Villa, Messrs. Lim A Sung, E. Chia, King Po, Yap Cucco, Chia Sung, Chan Fat, Yao Y. Po, Aug Chong, Yao Quiao, Kwe Yam Chong, Kwee Kan Ban, Choy Foo and Uy Ching Bin.

Passenger to depart.

Per Corona del, from Shanghai for London—Messrs. J. Smedley and A. M. Grant. For Bombay—Major Cleveland. For Singapore—Misses F. and A. Adelaide, and Mr. Hanley. From Hongkong for London—Mrs. Lamble, Sergt. and Mrs. Arlingstool, 1 child, and infant. For Singapore—Messrs. H. Hirschler, S. Hirschler and Ray.

Hongkong & Whampoa Dock Returns.

San Joaquin, at Kowloon Dock.

Powai, " "

U.S.A.T. Ingalls, " "

H.M.S. Whiting, " "

Kwong Hing, " "

Miner, " "

Boidien, " "

U.S.A.T. Sumner, " Cosmopolitan, Aberdeen

## Steamers Expected.

Vessels	From	Agents	Date
Bencleuch	Singapore	G. L. & Co	Aug. 1
Nankin	Singapore	P. O. Co	Aug. 2
Chingwo	Manj.	C. M. Co.	Aug. 2
Nanchang	Chefoo	B. & S.	Aug. 2
Gregory Apear	Singapore	D. S. & Co.	Aug. 3
Capri	Singapore	C. Co.	Aug. 3
H'kong Maru	Japan	P. M. Co.	Aug. 4
Bomby Maru	Indonesia	N. Y. K.	Aug. 4
Kiautschou	Colon-bo	M. & Co.	Aug. 5
Prinz Heinrich	Japan	M. & Co.	Aug. 5
Indrapura	Japan	P. & A. Co.	Aug. 12
City of Peking	Victoria	T. B. T. Co.	Aug. 13
Lyra	Vancouver	C. P. R. Co.	Aug. 16
Emp. of India	San Francisco	C. M. Co.	Aug. 26

## Ships Passed The Canal.

Outward—1st July—Devonshire, Bamberg, Indraido, 10th July—Moyue, Benwoitch, Tener, Claverhill, 14th July—Konigsberg, St. Irene, Haldorff, Sumatra, Kiautschou, 26th July—Kinlack, Caledonian, Inaba Maru, Ningchow, Venetia, 21st July—Glenturret, Beaulard, Flintshire, Marburg, Abyssinia, Bombay, 24th July—Achilles, Benwoitch, Ping Suey, 27th July—Sacra, Auchernard, 28th July—Samia, Comerio.
Homeward—14th July—Segaria, 18th July—Nubia, 24th July—Annum, 28th July—Antenor, Kawachi Maru, Strassburg.
Arrivals at Home—4th July—Salazie, Zetland, 7th July—Afrika, 10th July—Indrani, Manilla—Per Lycean, 1st Aug., 9 A.M. Hoihow and Pakhooi—Per Hoihoi, 1st Aug., 9 A.M. Haiphong—Per Hongkong, 1st Aug., 9 A.M. Cebu and Iloilo—Per Wuchang, 1st Aug., 10 A.M. Amoy, Keelung, Moji, Kobe, Yokohama, Victoria (B.C.), and Tacoma—Per Victoria, 1st Aug., 10 A.M. Europe, &c., India, via Tuticorin—Per Coromandel, 1st Aug., 11 A.M.
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## 4000 OFFICE.

A Mail will close for:

Canton—Per Honam, 1st Aug., 7.30 A.M.

Swatow—Per Taiice, 1st Aug., 8.30 A.M.

Manila—Per Taitze, 1st Aug., 9 A.M.

Hoihow and Pakhooi—Per Hoihoi, 1st Aug., 9 A.M.

Haiphong—Per Hongkong, 1st Aug., 9 A.M.

Cebu and Iloilo—Per Wuchang, 1st Aug., 10 A.M.

Amoy, Keelung, Moji, Kobe, Yokohama, Victoria (B.C.), and Tacoma—Per Victoria, 1st Aug., 10 A.M.

Europe, &c., India, via Tuticorin—Per Coromandel, 1st Aug., 11 A.M.

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## THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory—

On the 31st at 11.20 a.m. The barometer has risen slightly over the N. part of the Sea of Japan and the Philippines, fallen much in the neighbourhood of N. Formosa.

The centre of the typhoon has passed over Melaco Simea and lies this morning a little North of the islands. It is moving slowly towards NW. Very bad weather in the N. part of the Formosa Channel and over the whole of the Eastern Sea.

Very strong SW. monsoon over the China Sea.

Forecast:—fresh W. to SW. winds; fine at first, squally later.

On date at 10 a.m. On date at 4 p.m.

Barometer ..... 29.57 29.47

Temperature ..... 86 89

Humidity ..... 71 72

Rainfall ..... — —

CHINA COAST METEORLOGICAL REGISTER.

July 31st, 1903, 9 a.m.

Bar. Th. Hu. Wind. W.

Vladivostock, a.m. 29.80 64 98 — o o

Nemuro, a.m. 29.88 — — NE 4 —

Hakodate, a.m. 29.81 — — — —

Tokio, a.m. 29.82 — — S 4 —

Kochi, a.m. 29.75 — — NE 2 —

Nagasaki, a.m. 29.72 — — NE 2 —

Oshima, a.m. 29.61 — — S 6 —

Naha, a.m. 29.46 — — S 8 —

Ishigakijima, a.m. 29.75 — — SW 10 —

Taihoku, a.m. 29.21 — — NW 10 —

Taihoku, a.m. 29.33 — — NE 8 —

Kushin, a.m. 29.31 — — NW 10 —

Pescadores, a.m. 29.40 — — W 4 —

Weihaiwei, a.m. 29.60 79 95 NE 5 cm

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R. G. HECKFORD,  
MANAGER.

July 25th.